

TURNER/CLUFF RIGHT  
OF-WAY

Agenda item K-6 "Clarification of Turner/Cluff Road right-of-way" was introduced by Staff. The following Staff report was presented by Public Works Director Ronsko:

In January of this year, the City Council received a copy of the attached letter dated January 14, 1982, from Morris and Wenell Architects requesting that the City purchase the right-of-way fronting the Jerome and Snell parcels in order that Turner Road could be constructed to its full width to accommodate the anticipated traffic from the proposed Cal Cushion Development within the Willow Oaks Industrial Park. The Council then gave staff direction to obtain appraisals on the Jerome and Snell parcels. At the following Council meeting a memo dated March 5, 1982, was reviewed with the City Council. The Council indicated that the questions within this memo would be answered upon obtaining the appraisals for the Snell and Jerome properties.

The Council has now directed staff to proceed on the acquisition of the Jerome property and the Snell appraisal. Therefore, the following questions from the March 5 memo still need clarification:

1. Since Cal Cushion is apparently not going to develop within the Willow Oaks Subdivision, does this change any previous Council positions?
2. Is it the Council's intention to also acquire the Turner Road rights-of-way fronting the Anagnos property?
3. Once the right-of-way is obtained, is it the City's intent to pay for any of the widening of Turner Road?

The estimated right-of-way acquisition costs and construction costs are shown below:

<u>Total R/W Costs</u>	<u>Construction Cost</u>	<u>Total</u>
\$50,000 to \$180,000	\$53,000	\$103,000 to \$233,000

Based on the attached letter from the City Attorney dated January 21, 1982, the Willow Oaks Industrial Park developer apparently indicated to the City Attorney that they (Willow Oaks Industrial Park) would pay for the street improvements fronting the Snell and Jerome properties if the City purchased the right-of-way.

4. If Turner Road is to be widened at City cost, is the widening to take place in front of Jerome, Snell and Anagnos properties?
5. If widening is to take place, is it the Council's intent to construct all of the street improvements including parking lane, curb, gutter, sidewalk, street lights, or only those improvements necessary to provide ultimate travel lane?

Council received the following letter which had been sent by the Lodi Racquetball and Swim Club requesting that another look be given to their parking situation.

"My purpose in writing you is to request that another look may be given to the parking situation at Lodi Racquetball and Swim Club. It has been almost eight months since the "No Parking" signs have been installed by the City. Of course, to say the least, this has affected our business! We have, in all honesty, done all the City has asked us to do since the inception of this project. We installed a frontage road with sidewalks and gutters at a cost of \$40,000, which was then given to the City as a gift. We installed a new parking lot in the rear of Max Hittle's home on our south side at a cost of \$8,000, plus a monthly lease payment of \$500.00.

The council asked us to look for property to purchase. We have, but to no avail. The northside property is up for sale, but at a price that is beyond our means and likewise on our southside. The property is up for sale, but beyond our means. The property directly behind us is not up for sale, so that leaves us with parking in the leased property, in our front parking lot and on the east side of the frontage road and on the east side of Hutchins.

I have waited until now to attempt to re-open discussions with you hoping a change of decision might be made on your part. I asked Jack Ronsko to send me copies of the proposals made to the Council back in May, 1981. In looking them over, you will notice that the Public Works Department suggested to the City Council that they approve the "modified design", which is the last page of a group of 12 (Exhibit "H").

Whatever cost would be incurred to install striping, signs or blacktop over the present dirt area between the frontage road and Hutchins; and, as always, we will cooperate 100%.

Thank you for your time in listening to our request, and we look forward to an action on your part that will help relieve our present situation."

Most sincerely,

Gary J. Vochatzer  
General Partner

Staff presented the following three alternates, explaining each in detail and presenting diagrams for Council's perusal:

Alternate No. 1 - Leave existing signing.

This existing situation appears to be working, however, has apparently caused frustration to those customers of the Lodi Racquetball facility who elect to park in the "no Parking" zone.

Alternate No. 2 - Provide angle parking on one side.

This essentially makes a parking lot out of the frontage road. This provides 17 parking stalls over the existing or design alternate. Based on the comments in the staff report, it is not recommended that this alternate be considered.

Alternate No. 3 - Modified existing.

This modified design provides one-way traffic and parking on both sides north of the Lodi Racquetball Club driveway. This would provide for an approximate additional 10 parking places, however, would require construction of a driveway exit from the frontage road to Hutchins Street at the Racquetball Club's north property line. If it is felt that additional parking is needed and that this alternate should be considered, it is recommended that the following conditions be applied:

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Of course, as you know, the previous Council decided to accept Exhibit "F" which, as said before, has caused several problems:

1. Parking tickets to our customers!
2. Difficulty of large trucks to travel in and out of our business.
3. Lack of parking spaces.

We would, at this time, appreciate your consideration and acceptance of the Public Works proposal dated, May 18, 1981. We would also appreciate it if you would look at Exhibit "G", which is the design that would suit us most. Of course, the advantages would be:

1. No more parking tickets, which would relieve the Police Department to more important work and relieve the frustration of our customers in having to pay \$20.00 for a ticket because they parked on the wrong side of the frontage road.
2. It would give us ten "additional" parking spaces in Exhibit "H" or thirty additional spaces in Exhibit "G".
3. It would allow large trucks to come into the business from the south and continue north from the frontage road.

Of course, we would help for whatever cost would be incurred to install stripping, signs or blacktop over the present dirt area between the frontage road and Hutchins; and, as always, we will cooperate 100%.

Thank you for your time in listening to our request, and we look forward to an action on your part that will help relieve our present situation."

Most sincerely,

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Alternate No. 3 - Modified existing.

This modified design provides one-way traffic and parking on both sides north of the Lodi Racquetball Club driveway. This would provide for an approximate additional 10 parking places, however, would require construction of a driveway exit from the frontage road to Hutchins Street at the Racquetball Club's north property line. If it is felt that additional parking is needed and that this alternate should be considered, it is recommended that the following conditions be applied:

1. The City of Lodi will furnish the plan needed to show the work required.
2. That the Lodi Racquetball and Swim Club have the work done at their costs by a contractor and that the work be done under a City of Lodi Encroachment Permit.
3. That the Lodi Racquetball and Swim Club pay the City for the modification of any signing and curb marking prior to the issuance of an Encroachment Permit.
4. That the Lodi Racquetball and Swim Club pay the City of Lodi for the replacement of the curb and gutter which must be removed for the construction of the proposed exit or enter into an agreement with the City that this curb and gutter replacement will be done by them upon request of the City of Lodi.

**REQUEST OF LODI  
RACQUETBALL CLUB  
TO RECONSIDER  
PARKING RESTRICTIONS**

RES. NO. 82-80

Council Member Snider asked to abstain from discussion and voting on this matter because of a possible conflict of interest.

Following a lengthy discussion with questions being directed to Staff, Council, on motion of Mayor Reid, Pinkerton second, adopted Resolution No. 82-80 thereby adopting Alternate No. 3 - (Modified Existing") for the Lodi Racquetball and Swim Club. This modified design provides one-way traffic and parking on both sides north of the Lodi Racquetball Club driveway. This would provide for an approximate additional 10 parking places: however require construction of a driveway exit from the frontage road to Hutchins Street at the Racquetball Club's north property line with the following conditions:

- a) The City of Lodi will furnish the plan needed to show the work required.
- b) That the Lodi Racquetball and Swim Club have the work done at their costs by a contractor and that the work be done under a City of Lodi Encroachment Permit.
- c) That the Lodi Racquetball and Swim Club pay the City for the modification of any signing and curb marking prior to the issuance of an Encroachment Permit.
- d) That the Lodi Racquetball and Swim Club pay the City of Lodi for the replacement of the curb and gutter which must be removed for the construction of the proposed exit or enter into an agreement with the City that this curb and gutter replacement will be done by them upon request of the City of Lodi.

The motion carried by the following vote:

Ayes:	Council Member - Olson, Pinkerton and Reid
Noes:	Council Member - None
Absent:	Council Member - Murphy
Abstain:	Council Member - Snider